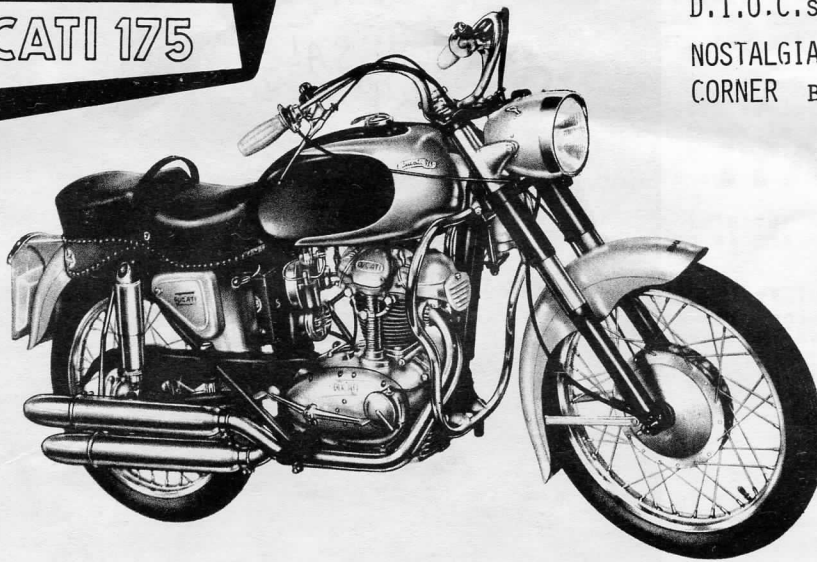


DUCATI 175

D.I.O.C.s
NOSTALGIA
CORNER BY JOEL



Ok gang its Nostalgia Time in your ole DIOC Newsletter!

"Yeah, yeeeee, tell us more uncle Joel, yeeah...What the hell is Nostalgia anyway?

"Ok settle down kiddies and put away those funny lookin cigarettes cause Uncle Joel has a treat for you today, cause we are going to examine the famous Ducati 175 from 1959. This unique little model had many enovative things that were far ahead of its time back then. Like for instance the two-into-one header which is being employed today by major exhaust header manufacturers and.....wait a minute...this is no two-into-one header.....this is a ONE-INTO-TWO muffler! Two mufflers at that. I mean can you just see the look on the dealers face when you ask him for a couple of replacement mufflers for you single cylinder Duke. The reason they did this was that two strokes would go out one pipe and the other two out the other....? Sounds right anyway.

Then we move along to the seat which is a two step seat like the new bikes have. Huh..hey, Ducati was really with it back in those days. And check out the little flap by the passenger side with little metal rivets sorta like da ones on your leather Marlon Brando jacket.

Okay now that you've soaked this part in lets go to the crach bars with the two huge Fiamm air horns. I mean these suckers look like they came off a 1957 Buick. No really gang, who the hell put these things on this poor un suspecting 175. We all know all about Ducati single electrical systems right? Those horns almost defy being honked. Take a look behind the carburetor, behind the frame tube, see the battery back there, hiding. Its one of those lousy Safa batteries, the kind that would work for three days and conk out, well its hiding back there cause its afraid that someday the owner is going to press the horn button and ask him to put out some juice to make those huge horns honk.

"Ok Safa, you little piece of shit lets have some juice for the El Grando Horns.....!"

"Oooh Nooo, those horns are too big, I cant blow them, they're going to be meeeeeeeeeean.....!"

"Come on, quit acting like Mr. Bill from Saturday Night Live and get with it. Ducati Meccanica wouldn't put those horns on if they didn't think you could blow it.

"No , no don't press that button, you're gonna drain all my lectricity....!"

"Quit crabbing here we go Push!"

"ssssquackssrrrrr mmmm fff ssss..... ss sss aurgrrrrrsss.

Well gang, needless to say that battery never made it. Even when the bike was putting out all it could at the maximum speed of....are you ready for this... 68 mph they were never enough to make those horns work. All three of them. Ducati put two on the crash bars and one under the carb. That one worked though. It let out a squack once in a while, which was normal for Ducati electrics back then.

But aside from all this silliness, the 175 Powerplant was there to take care of the business of moving the bike along with the feel of a Ducati. It was a great little bike and I bet there's still a bunch of them still running around, minus those huge horns no doubt, giving reliable service to some DIOC member. Compression was a measely 7:1, 5 speeds, power output 11 hp and it only weighed 260 lbs. 200 lbs if you took off the horns.